|            |   | PAGE # | 21-1      |                          |  |  |   |   |
|------------|---|--------|-----------|--------------------------|--|--|---|---|
|            |   |        | REV: ORIG | MMEL: 8D                 |  |  |   |   |
|            | HA  | AWKE   | ER BE     | ECHO                     | <u>CRAFT, HAWKER 800, S/N 2582XX, N8</u>   | BOOXX  | DATE: 07/12/2   | 2016  |
| 1. SYS     | REP   |        | ATEG      | ORY                      |  |  |   |   |
| SEQU       | ENCE NUMBERS                                  |        | 2. N      | JMBE                     | R INSTALLED  |  |   |   |
| & ITE      | M   |        |           | 3. N                     | UMBER REQUIRED FOR DISPATCH  |  |   |   |
|            |   |        |           | 4. REMARKS OR EXCEPTIONS |  | (M) MAINTENANCE AND (O) OPERATIONAL PROCEDURES   |   |   |
| 21<br>10-1 | AIR CONDITIONING<br>Engine Main Air<br>Valves | с      | 2         | 1                        | <ul> <li>(M) (O) One may be inoperative for pressurized flight provided;</li> <li>a) Valve is secured closed, and</li> <li>b) Flight Deck Heat Valve System is operative.</li> </ul> | <ul> <li>MAINTENANCE PROCEDURE</li> <li>1. Verify affected valve mechanical i</li> <li>2. Pull and collar the affected MAIN</li> <li>3. Disconnect electrical connector from</li> <li>OPERATIONAL PROCEDURE</li> <li>1. With engines running, select AUC confirm that airflow is present.</li> </ul> | ndicator arm is se<br>AIR VLV circuit br<br>om valve, bag, and<br>X HEAT (F/DK VL | cured closed.<br>eaker.<br>d stow.<br>₋V) and |

|  |   |   |   | N                         | YOUR COMPANY NAME  |   | PAGE #<br>REV: ORIG   | 21-2<br>MMEL: 8D   |
|--|---|---|---|---------------------------|--|---|---|--|
| 1. SYS<br>SEQU<br>& ITEI<br>21<br>10-1 | STEM,<br>ENCE NUMBERS<br>M<br>AIR CONDITIONING<br>Engine Main Air<br>Valves (continued) | C | 2 | N<br>ECHO<br>JMBE<br>3. N | YOUR COMPANY NAME<br>INIMUM EQUIPMENT LIST<br>CRAFT, HAWKER 800, S/N 2582XX, N8<br>ORY<br>RINSTALLED<br>UMBER REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS<br>(M) (O) May be inoperative provided:<br>a) Both valves are secured closed,<br>b) Ram Air and Dump/Vent Valves<br>are verified operative before the<br>first flight of the day,<br>c) DUMP VLV / VENT VALVE is<br>selected OPEN,<br>d) Flight is conducted in an<br>unpressurized configuration,<br>e) Aircraft is operated at or below<br>15,000 feet MSL, and<br>f) Applicable Oxygen requirements<br>are established and complied with<br>per AFM Oxygen table. | (M) MAINTENANCE AND (O) OP<br>MAINTENANCE PROCEDURE<br>1. Visually confirm valve mechanica<br>closed position.<br>2. Pull and collar the affected MAIN<br>3. Disconnect electrical connectors<br>OPERATIONAL PROCEDURE<br>1. Prior to the first flight of the day a<br>start, confirm Ram Air and Dump<br>Air Valve movement can be hear<br>when DUMP VALVE OPEN is se<br>2. Configure the aircraft for unpress<br>a) Select DUMP VLV fully OPEN<br>b) F/DK VLV positioned as requi<br>3. Operate at or below 15,000 feet<br>NOTE - The Passenger Supply Val<br>prevent passenger oxygen<br>the aircraft is operated at o | PAGE #<br>REV: ORIG<br>DATE: 07/12/2<br>ERATIONAL PRO<br>A lindicator arms a<br>I AIR VLV circuit k<br>from valves, bag,<br>and before engine<br>b Valves are opera<br>rd from Rear Equi<br>elected.<br>Surized flight:<br>I.<br>red.<br>MSL.<br>live may be selected<br>mask deploymen<br>or below 10.000 fe | 21-2<br>MMEL: 8D<br>2016<br>DCEDURES<br>DCEDURES<br>DCEDURES<br>DCEDURES<br>DCEDURES<br>DCEDURES<br>DCEDURES<br>DCEDURES<br>DCEDURES |
|  |   |   |   |                           |  | 3. Operate at or below 15,000 feet<br>NOTE - The Passenger Supply Val<br>prevent passenger oxygen<br>the aircraft is operated at o<br>the passenger cabin has no<br>should be given to planning   | MSL.<br>ve may be selecte<br>mask deploymen<br>r below 10,000 fe<br>o occupants. Spec<br>g low altitude fligh   | ed closed t<br>t, provided<br>et MSL or<br>cial attentions.  |

|            |   | PAGE # | 21-3  |      |   |  |  |          |  |  |
|------------|---|--------|-------|------|---|--|--|----------|--|--|
|            |   |        |       | N    | IINIMUM EQUIPMENT LIST  |  | REV: ORIG  | MMEL: 8D |  |  |
|            | HA  | WKE    | er be | ECHO | CRAFT, HAWKER 800, S/N 2582XX, N8   | 00XX   | DATE: 07/12/   | 2016     |  |  |
| 1. SYSTEM. |   |        |       | ATEG | ORY   |  |  |          |  |  |
| SEQU       | JENCE NUMBERS                                   |        | 2. N  | UMBE | R INSTALLED   |  |  |          |  |  |
| & ITE      | Μ   |        |       | 3. N | UMBER REQUIRED FOR DISPATCH   |  |  |          |  |  |
|            |   |        |       |      | 4. REMARKS OR EXCEPTIONS  | (M) MAINTENANCE AND (O) OP   | ERATIONAL PR   | OCEDURES |  |  |
| 21         | AIR CONDITIONING                                |        |       |      |   |  |  |          |  |  |
| 10-2       | Engine Main Air<br>Valve Position<br>Indicators | С      | 2     | 1    | (O) One may be inoperative provided both engine main air valves are operative.  | <ul> <li>OPERATIONAL PROCEDURE</li> <li>With engines running and APU OFI</li> <li>1. Sequentially select L &amp; R Main A CLOSED.</li> <li>2. Confirm that airflow is present wis stops when valve is closed.</li> </ul>   | <b>- PROCEDURE</b><br>nning and APU OFF,<br>select L & R Main Air Valves OPEN and<br>airflow is present with valve OPEN and that flow<br>alve is closed. |          |  |  |
|            |   | С      | 2     | 1    | (O) One may be inoperative provided<br>indicator associated with the operative<br>engine main air valve is operative. | <ul> <li>ded ative ative</li> <li>Mith engines running and APU OFF,</li> <li>Select operative Main Air Valve OPEN and CLOSED.</li> <li>Confirm that airflow is present with valve OPEN, associated indicator illuminates while valve is OPEN, and that flow stops when valve is closed.</li> </ul> |  |          |  |  |

|  | HA  | 00XX | PAGE #<br>REV: ORIG<br>DATE: 07/12/2 | 21-4<br>MMEL: 8D<br>2016 |   |   |   |          |
|--|---|------|--------------------------------------|--------------------------|---|---|---|----------|
| 1. SYS<br>SEQU<br>& ITEN<br>21<br>10-2 | AIR CONDITIONING<br>Engine Main Air<br>Valve Position<br>Indicators (continued) | C    | 2                                    | ATEG<br>JMBE<br>3. N     | <ul> <li>ORY</li> <li>R INSTALLED</li> <li>UMBER REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> <li>(M) (O) May be inoperative provided: <ul> <li>a) Both valves are secured closed,</li> <li>b) Ram Air and Dump/Vent Valves are verified operative before the first flight of the day,</li> <li>c) DUMP VLV / VENT VALVE is selected OPEN,</li> <li>d) Flight is conducted in an unpressurized configuration,</li> <li>e) Aircraft is operated at or below 15,000 feet MSL, and</li> <li>f) Applicable Oxygen requirements are established and complied with per AFM oxygen table.</li> </ul> </li> </ul> | <ul> <li>(M) MAINTENANCE AND (O) OP</li> <li>MAINTENANCE PROCEDURE         <ol> <li>Visually confirm both valve mech<br/>in the closed position.</li> <li>Pull and collar the affected MAIN</li> <li>Disconnect electrical connectors<br/>stow.</li> </ol> </li> <li>OPERATIONAL PROCEDURE         <ol> <li>Prior to the first flight of the day a<br/>start, confirm Ram Air and Dump<br/>Air Valve movement can be hear<br/>when DUMP VALVE OPEN is see</li> <li>Configure the aircraft for unpress<br/>a) Select DUMP VLV fully OPEN<br/>b) F/DK VLV positioned as requi</li> <li>Operate at or below 15,000 feet<br/>NOTE - The Passenger Supply Val<br/>prevent passenger oxyger<br/>the aircraft is operated at of<br/>the passenger cabin has r<br/>should be given to planning</li> </ol></li></ul> | ERATIONAL PRO<br>banical indicator a<br>l AIR VLV circuit to<br>from both valves,<br>and before engine<br>o Valves are opera<br>rd from Rear Equi<br>elected.<br>surized flight:<br><br>red.<br>MSL.<br>ve may be selected<br>mask deploymer<br>or below 10,000 fe<br>to occupants. Spe<br>g low altitude fligh | DCEDURES |

| 1. SYS<br>SEQU<br>& ITE | HA<br>STEM,<br>ENCE NUMBERS                              | WKE<br>REP | R BE<br>AIR C<br>2. NI | N<br>ECH<br>ATEG<br>JMBE<br>3. N | YOUR COMPANY NAME<br>IINIMUM EQUIPMENT LIST<br>CRAFT, HAWKER 800, S/N 2582XX, N8<br>ORY<br>R INSTALLED<br>UMBER REQUIRED FOR DISPATCH  | 300XX  | PAGE #<br>REV: ORIG<br>DATE: 07/12/  | 21-5<br>MMEL: 8D<br>/2016   |
|-------------------------|--|------------|------------------------|----------------------------------|--|--|--|---|
|                         |  |            |                        |                                  | 4. REMARKS OR EXCEPTIONS   | (M) MAINTENANCE AND (O) OP   | ERATIONAL PR   | OCEDURES  |
| 21<br>10-3              | AIR CONDITIONING<br>Air Cycle Machine /<br>Cold Air Unit | С          | 1                      | 0                                | <ul> <li>(O) May be inoperative provided: <ul> <li>a) Ram Air and Dump/Vent Valves are verified operative before the first flight of the day,</li> <li>b) Both MAIN AIR VALVES are selected CLOSED,</li> <li>c) DUMP VLV / VENT VALVE is selected OPEN,</li> <li>d) Flight is conducted in an unpressurized configuration,</li> <li>e) Aircraft is operated at or below 15,000 feet MSL, and</li> <li>f) Applicable Oxygen requirements are established and complied with per AFM oxygen table.</li> </ul></li></ul> | <ul> <li>OPERATIONAL PROCEDURE</li> <li>1. Prior to the first flight of the day a start, confirm Ram Air and Dump Air Valve movement can be hear when DUMP VALVE OPEN is set</li> <li>2. Configure the aircraft for unpressed) Select DUMP VLV fully OPEN b) F/DK VLV positioned as requi</li> <li>3. Operate at or below 15,000 feet NOTE - The Passenger Supply Val prevent passenger oxyger the aircraft is operated at or the passenger cabin has r should be given to planning</li> </ul> | and before engin<br>o Valves are oper<br>rd from Rear Equ<br>elected.<br>surized flight:<br>I.<br>red.<br>MSL.<br>ve may be selec<br>or below 10,000 f<br>no occupants. Sp<br>ig low altitude flig | e and APU<br>rative. Ram<br>lipment Bay<br>ted closed to<br>ent, provided<br>feet MSL or<br>ecial attention<br>hts. |

|  |  |      |   |      | YOUR COMPANY NAME   |  | PAGE #   | 23-1                                      |
|--|--|------|---|------|---|--|--|---|
|  |  |      |   | N    | IINIMUM EQUIPMENT LIST  |  | REV: ORIG  | MMEL: 8D                                  |
|  | HA   | AWKE | ER BE   | ECHO | CRAFT, HAWKER 800, S/N 2582XX, N8   | 00XX   | DATE: 07/12/2  | 2016                                      |
| 1. SYSTEM,<br>SEQUENCE NUMBERS<br>& ITEM |  | REP  | REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS |      |   | (M) MAINTENANCE AND (O) OPI  | ERATIONAL PRO  | DCEDURES                                  |
| 23                                       | COMMUNICATIONS   |      |   |      |   |  |  |   |
| 05-1                                     | Radio management<br>Units (RMU'S) /<br>Radio Tuning Units<br>(RTU's) | С    | 2   | 1    | <ul> <li>(O) One may be inoperative provided:</li> <li>a) Inoperative Unit is not powered by<br/>an Emergency Bus, or equivalent,<br/>and is not required to accomplish<br/>Emergency Procedures,</li> <li>b) Remaining RMU/RTU operates<br/>normally, and</li> <li>a) Alternate procedures are<br/>established and used.</li> </ul>  | <ul> <li>OPERATIONAL PROCEDURE</li> <li>1. Confirm that inoperative RMU ss</li> <li>2. Turn ON the remaining RMU,</li> <li>3. Check to make sure all functions RMU,</li> <li>4. Check COMM with a radio check</li> <li>5. Check NAV either with a VOR or</li> <li>6. If any function of the remaining R repairs or replacements must be</li> </ul> | not powered by F<br>work with the ren<br>VOT check.<br>MU does not wor<br>made prior to flig | PE Bus.<br>naining<br>⁺k properly,<br>ht. |
| 10-1                                     | Communications<br>System (VHF)                                       | D    | 2   | 1    | Per 14 CFR 91.205, 1 required for IFR. 14<br>CFR 91.507, 1 required for VFR night<br>and VFR over the top. 14 CFR 91.511 &<br>135.165, 2 required for overwater<br>operations in excess of 30 minutes flying<br>time or 100 nautical miles from the nearest<br>shore. 14 CFR 135.161, 1 required for<br>VFR. Additional units may be inoperative<br>provided they are not powered by the<br>Emergency AC Bus (XE), or Emergency<br>DC Bus (PE), and are not required for<br>emergency procedures. |  |  |   |